

VISION ZERO

ZERO TRAFFIC DEATHS IN MoCo

VISION ZERO IMPLEMENTATION

NOVEMBER 2022 UPDATE TO PBTSAC

Overview

Preliminary 2022 Crashes

FY22 Annual Report



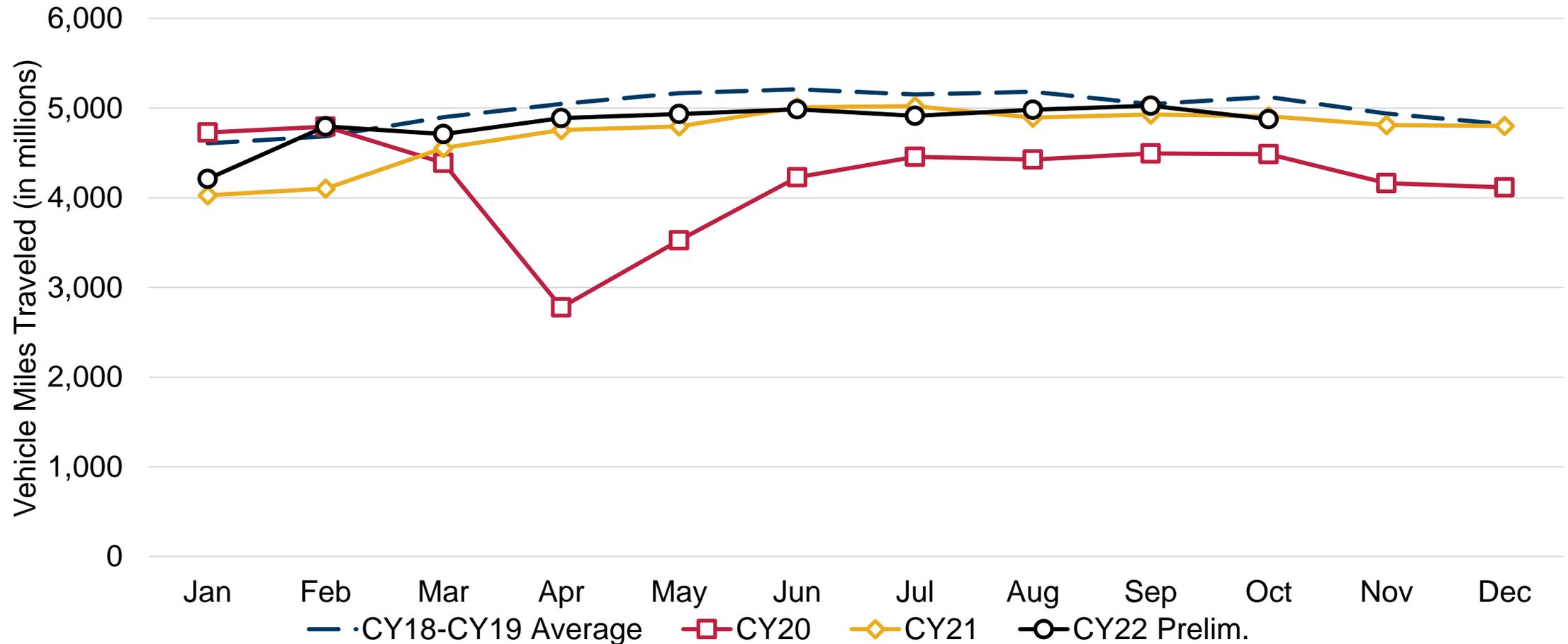


Crash Data

Preliminary 2022 Crash and
Traffic Volume Data

Maryland Traffic Volume

2022 traffic volume through October up 3% compared to 2021 across MD



NOTE: This chart displays estimated monthly Vehicle Miles of Travel compared with the previous year based on data collected at approximately 51 continuous count stations throughout the State of Maryland. 4

Note on the Data Presented

Roadway Exclusions

The County Government receives crash data from the Maryland State Police (MSP) for the following local police agencies operating in Montgomery County:

- Montgomery County Police (MCPD)
- Rockville City Police Department (RCPD)
- Gaithersburg Police Department (GPD)
- Maryland-National Capital Park Police, Montgomery County (M-NCPPC Police)
- Takoma Park Police (TPPD)

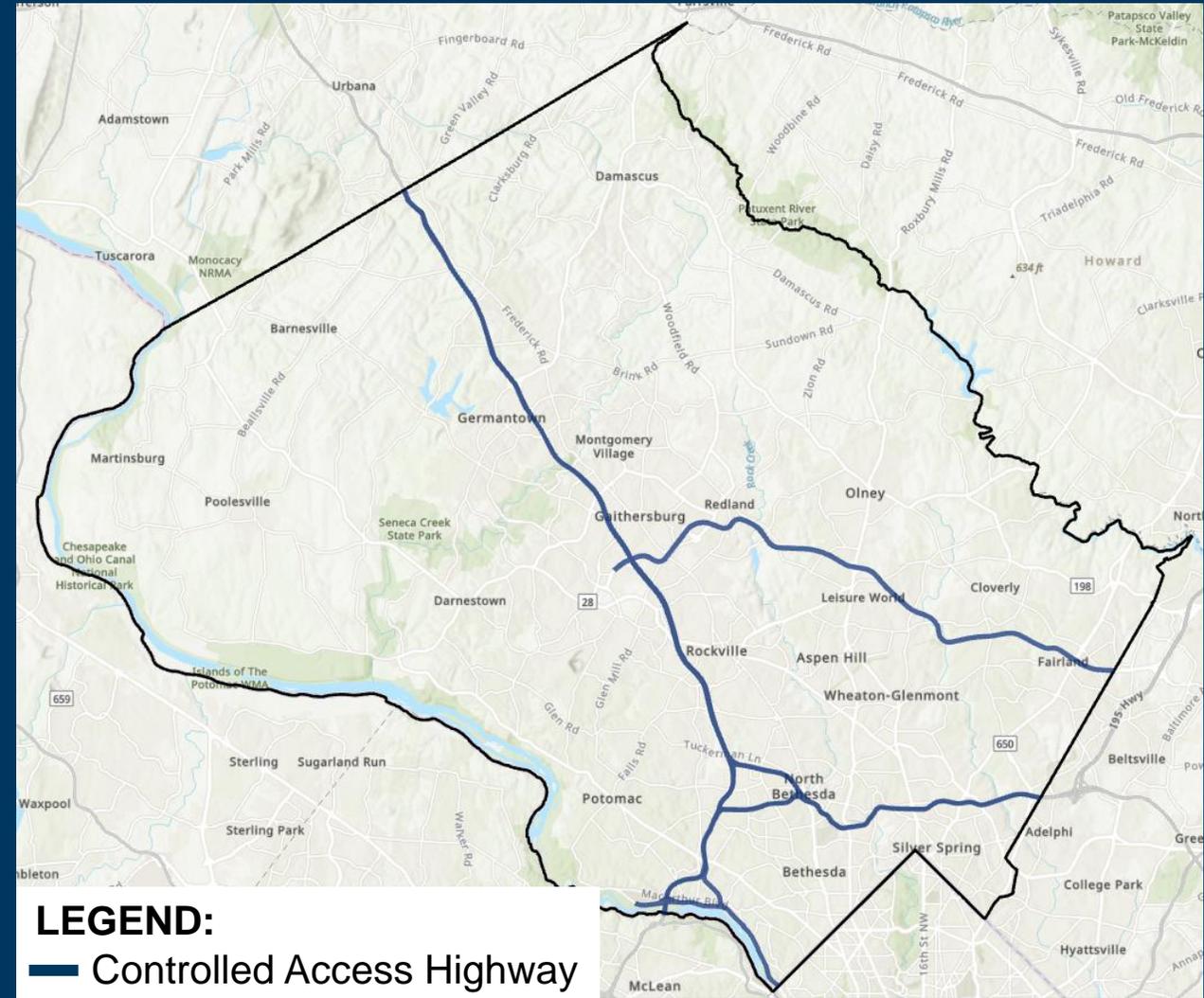
The County Government does not receive data from the following state and federal agencies:

- Maryland State Police (MSP)
- Maryland Transit Authority Police (MTAPD)
- National Park Service Police (NPS PD)

Therefore, the following roadways are excluded from County Government reporting.

- Interstates (I-270, I-370, I-495)
- Intercounty Connector (MD-200)
- National Park Service roads (Clara Barton Parkway and minor access roads)

For final reports covering all roadways, see reporting from the Maryland Department of Transportation – Highway Safety Office at:
<https://zerodeathsmd.gov/resources/crashdata/>



2022 Preliminary Crash Trends

- Increase in fatal crashes mirrors increases across the US.
 - [NHTSA estimated 20,175 traffic deaths](#) in first half of 2022, the highest number of fatalities during the first half of the year since 2006.
- Increase in hit-and-run crashes as percentage of annual total, particularly for pedestrians and cyclists struck.
 - Hit-and-runs up from 17% of all crashes in 2019 to 21% in 2022 thru 10/31.
 - Hit-and-runs with pedestrian struck up from 18% in 2019 to 24% in 2022 thru 10/31.
- Increase in daytime fatal crashes as percentage of annual total.
 - Average 47% of fatal crashes in daytime between 2016 and 2019, but 61% in 2022. During the peak COVID-19 pandemic years of 2020 and 2021 less than 30% of crashes were in the daytime.
- Lower traffic leading to fewer rear-end and more angle (T-bone) crashes as percentage of annual total.
 - For crashes with driver or passenger injuries, straight movement angle (T-bone) crashes have gone from 21% in 2016-2019 to 26% in 2022. Angle and head-on crashes can lead to more serious injuries compared to rear end crashes.

Preliminary 2022 Jan – Oct Crash Totals

<u>ALL CRASHES</u>	2022 Jan-Oct	2021 Jan-Oct	% Change from 2021 Jan-Oct	2016 – 2019 Jan-Oct Avg.	% Change from 2016-2019 Avg.
Cyclists	100	113	-12%	120	-17%
Drivers / Passengers	7,632	7,167	+6%	9,299	-18%
Pedestrians	368	259	+42%	383	-4%
TOTAL	8,100	7,539	+7%	9,802	-17%

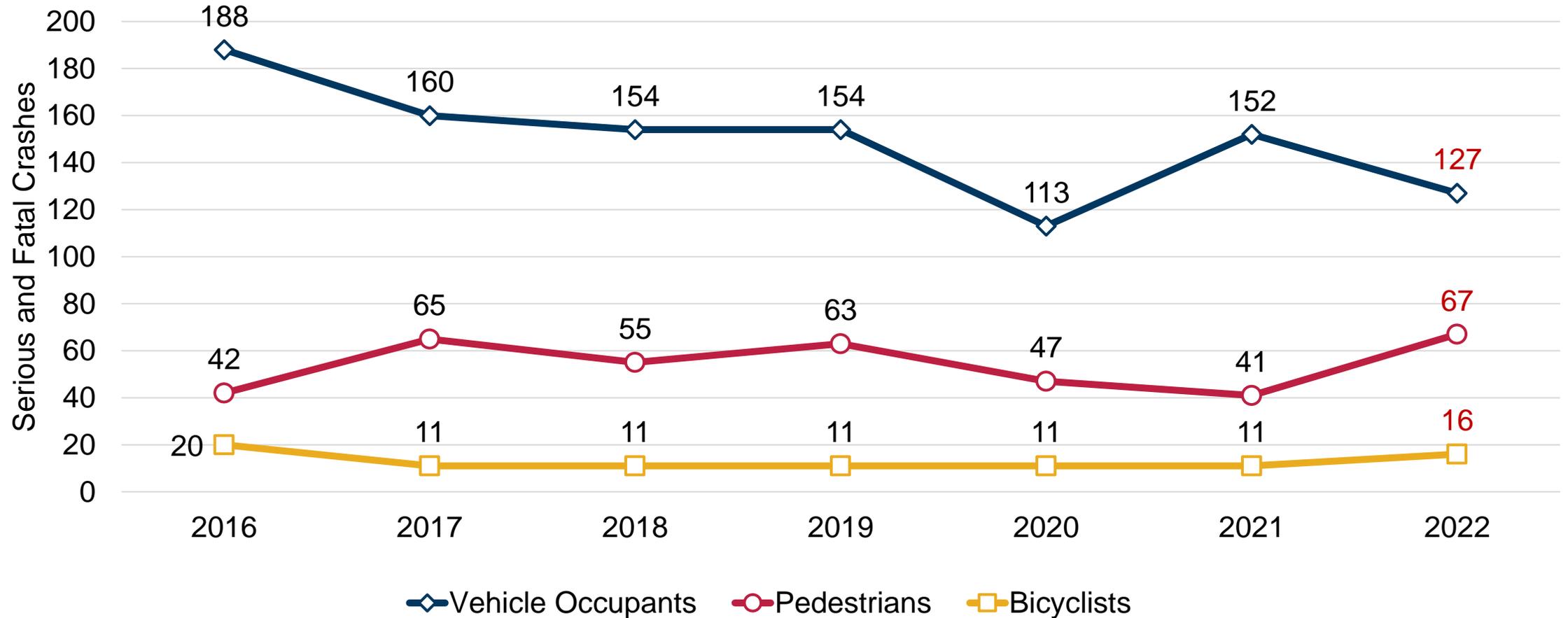
<u>FATAL CRASHES</u>	2022 Jan-Oct	2021 Jan-Oct	% Change from 2021 Jan-Oct	2016 – 2019 Jan-Oct Avg.	% Change from 2016-2019 Avg.
Cyclists	4	0	--	1	+300%
Drivers / Passengers	23	21	+10%	12	+92%
Pedestrians	9	5	+80%	8	+13%
TOTAL	36	26	+38%	21	+71%

NOTES:

- **Red Text** = The number is preliminary and subject to change. Data retrieved 11/16/22.
- Includes reports from MCPD, RCPD, GCPD, M-NCPPC Police, and TPPD.

Serious and Fatal Crashes

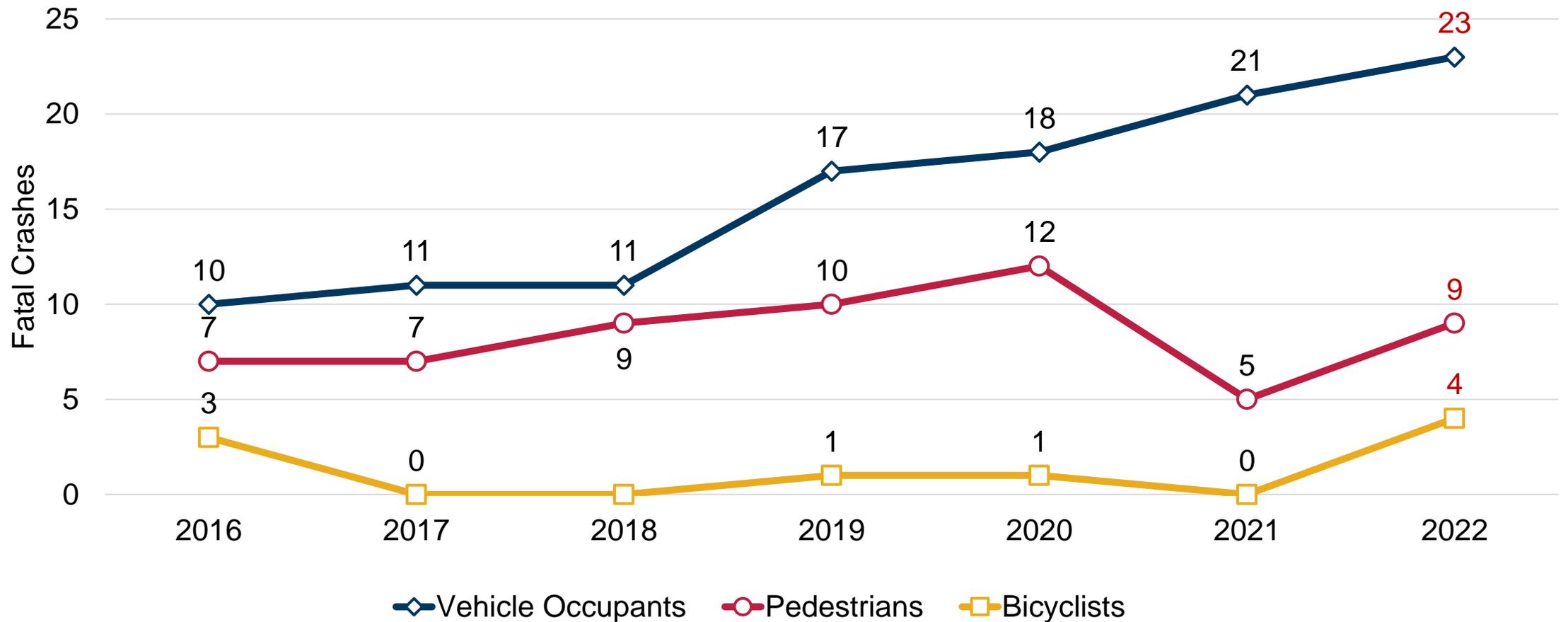
Comparing **January 1 – October 31** for each year



Source: MCPD. Includes MCPD, RPD, TPPD, GPD, and M-NCPPC MC reports. Data retrieved 11/16/22. Includes crashes where at least one party suffered serious or fatal injuries. **2022 data are preliminary.**

Fatal Crashes

Comparing **January 1 – October 31** for each year



Source: MCPD Collision Reconstruction Unit. Data retrieved 11/16/22.

Includes crashes where at least one party suffered fatal injuries. **2022 data are preliminary.**



Implementing Vision Zero

Highlights from FY22

ACTION PLAN & WORK PLAN

How the long-term and short-term plans relate

2030 Plan	Vision Zero						
Plan Pillars	Complete Streets		Multimodal Future			Culture of Safety	
Safe System Alignment	Safe Streets	Safe Speeds	Safe Transportation	Safe & Sustainable Communities	Safe Vehicles	Safe People	Safe Post-Crash Emergency Response and Care
Actions	17 Actions	3 Actions	10 Actions	1 Action	2 Actions	10 Actions	2 Actions
FY22 Work Plan	63 Tasks*	4 Tasks	15 Tasks	1 Task	2 Tasks	22 Tasks	2 Tasks

*There are 66 total tasks under Safe Streets, but 3 are also listed under Safe Transportation, so removed from chart above to avoid double counting.

Securing Outside Funding

Working collaboratively to build competitive proposals for grants and technical assistance.

Over \$1 million secured for FY22.



HSIP, SRTS, & TAP Grants

\$720,000 for four pedestrian hybrid beacons. Our proposal represented 8/10 dollars distributed for FY22.

TAP grant for MD 187 & Cordell and a SRTS grant for MD 188 & Cordell for ped safety design / construction, respectively.

\$52,000 Kim Lamphier Bikeways grant for advancing Bethesda Trolley Trail connection to Twinbrook Metro.

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Other MDOT Grants

\$218,000 from MHSO for Police overtime focused on aggressive, impaired, and distracted driving law enforcement in FFY21.

\$360,000 from MDOT Secretary for MD 355 & MD 187 intersection safety.

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MWCOG Tech. Asst.

Advancing study and design projects through the Transportation-Land Use and Roadway Safety Programs.

MCDOT secured an inaugural Regional Roadway Safety technical assistance to advance safety audit of MD 650. MCDOT also received \$85k for improving ped/bike connections to Germantown MARC station.



New Federal Support

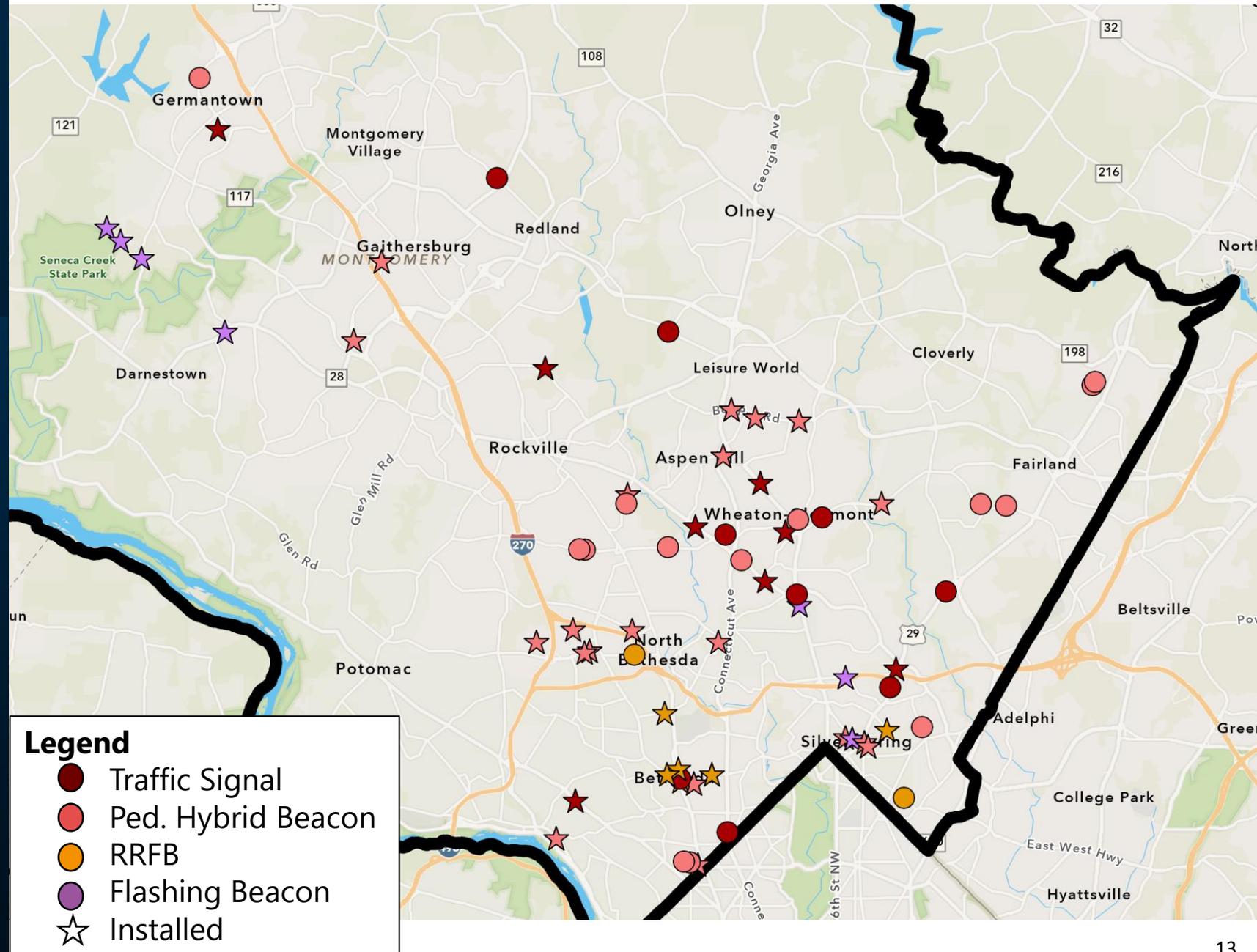
Applied for \$8 million for Germantown Safe Streets project as part of the new \$6 billion Safe Streets and Roads for All program for local governments and MPOs.

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40 new installations
since onset of Vision
Zero Initiative

25 additional
devices scheduled

NEW SIGNAL AND BEACON INSTALLATIONS





Outreach for Ped. Hybrid Beacons

PHBs for People Walking

- PHB's function similarly for pedestrians and motor vehicles as a traffic signal functions with yellow and red lights.
- Pedestrians must activate the beacon by pressing the button, then waiting for the walk signal (less than 30 seconds).
- All PHBs have accessible pedestrian signals (APS) and countdown pedestrian signals (CPS).

PHBs for People Driving

- Same rules of the road – yellow means “Exercise Caution” and “Prepare to Stop” and red means “Stop”.
- Nuance is the beacon goes dark, which allows drivers to proceed at speed.
- Continued media and on-street outreach is progressing to build awareness of these new devices.

High Injury Network Projects

Advancing study, design, and construction on County and State roadways based on crash risk

- Study
 - New Hampshire Ave (MD 650) in conjunction with Prince George's County between Piney Branch Rd and the Beltway.
 - Aspen Hill – Bel Pre Rd, Georgia Ave, & Connecticut Ave.
 - Snouffer School Rd
- Design
 - Crabbs Branch Way (underway)
 - Randolph Rd (underway)
 - Sam Eig Hwy (underway)
- Construction
 - Shady Grove Rd (signal modifications)



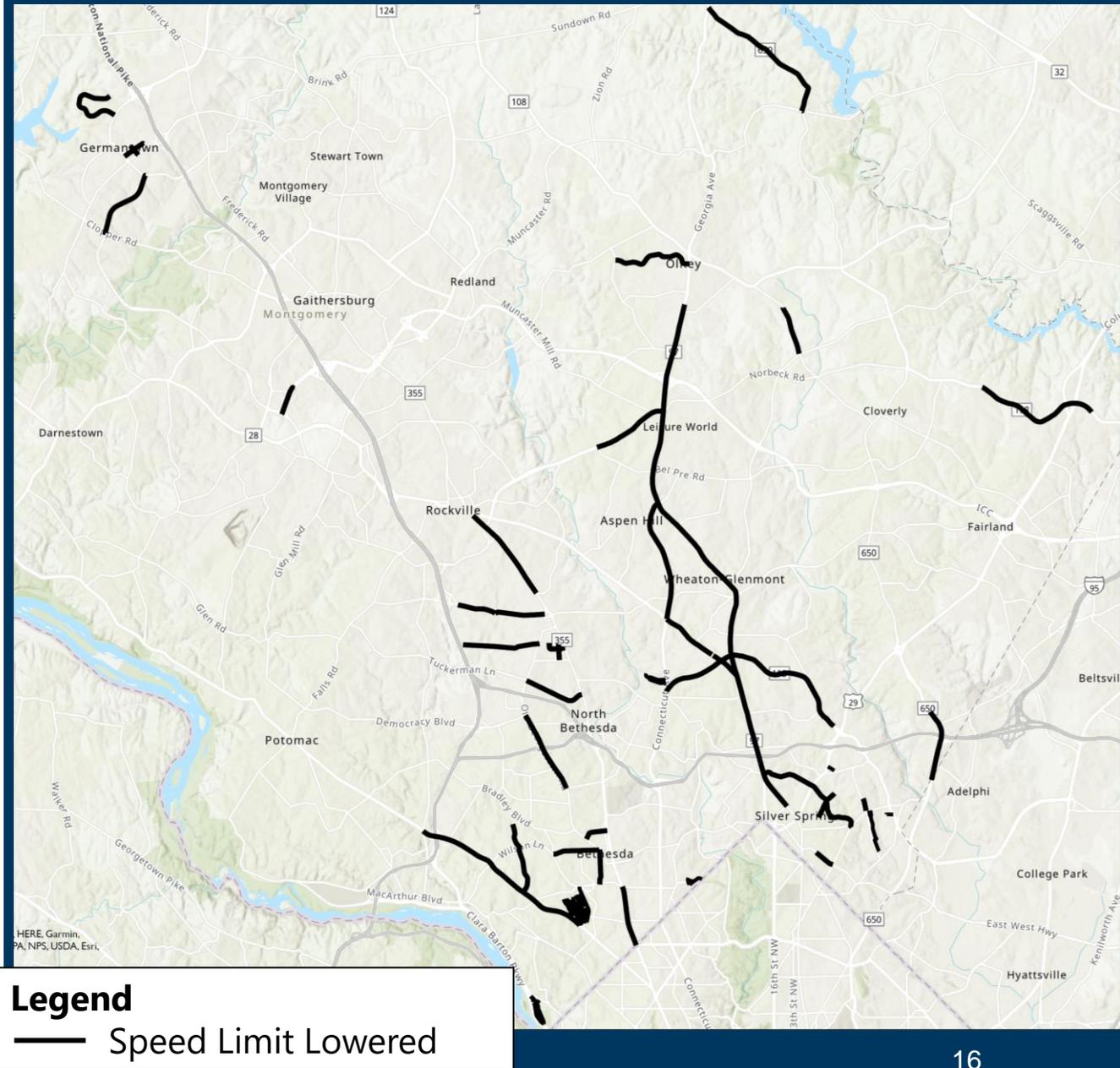
Signal changes at Shady Grove Rd & Briardale Rd with exclusive red turn phasing and backplates to address failure to yield crashes.

Speed Limit Reductions

Matching Posted Speeds to Surrounding Context

MCDOT and MDOT SHA have lowered posted speed limits across the county to better match the posted speed limit with the surrounding community. Most speed limits lowered by MDOT SHA are along the high injury network.

The speed limit reductions are supported by design changes and law enforcement. Portions of Georgia Ave were narrowed during a repaving project to slow driver speed. Automated speed enforcement has been added to sections of Georgia Ave and Norbeck Rd after travel speeds remained elevated a year after the speed limit change.





Bikeway and Shared Use Path Projects Led by MCDOT

Large pipeline of projects

- 15 projects under design
- 5 ready for or under construction
- 5 recently completed
 - CCT Surface Trail
 - Woodmont Ave Phase I
 - Grove Street
 - Cameron Street to Planning Place
 - Beach Drive over Silver Creek



Sidewalk Installation

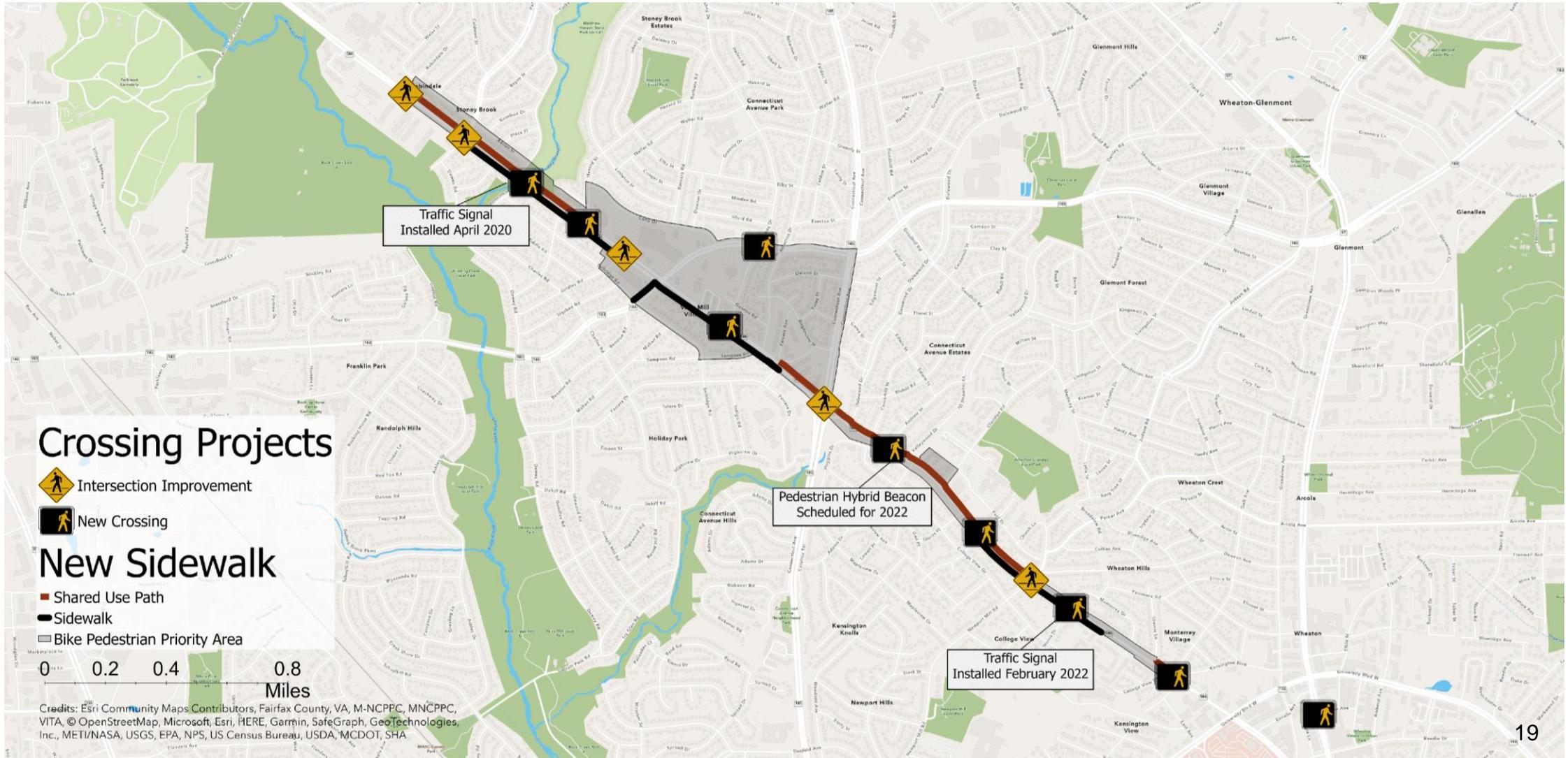
Requests far outpacing ability to supply

- 30,352 linear feet (5.75 miles) of sidewalk were constructed during FY22. Exceeded the 24,000 feet goal for the year.
- Program fills in gaps in neighborhoods and major roads. This year, major sidewalk construction along Oak Drive in Damascus and Rockville Pike in White Flint.
- Under the minor sidewalks program, 200-300 requests are received each year. Current funding allows about 10-15 projects to be completed per year.
- MCDOT was funded this year to complete a one-time study of sidewalk gaps and needs around County public schools.



Advancing BRT & Safety Projects

Combining safety and mobility projects to create multi-modal boulevards



Safety for People with Disabilities

Planning and Designing Streets to be Safer and More Accessible for People with Vision Disabilities

A Toolkit for Montgomery County and the Metropolitan
Washington Region

*First Edition
October 2021*

Contract No. 21-024

Submitted by Toole Design



Safe Road Users

Outreach and Law Enforcement



Community Events

Residents were engaged throughout the year at 90 different events. A broad cross-section of Montgomery County's population had the opportunity to learn more, and ask questions about, pedestrian safety.

400+
at Greenfest



1,000+
at Hometown Holidays



9,000+
at the M.C. Agricultural Fair



500+
at HalloWheaton



600+
at the Taste of Wheaton



This outreach program educated residents at events, festivals, farmer's markets, and block parties across the county

YOUTH OUTREACH

MCDOT engaged school-age residents to help them understand the importance of traffic safety. MCDOT connected with students through in-person and virtual events and programs, online contests and content.

17 events
reaching nearly
7,000 people



Walktober

Connected with nearly
3,000 students
on Walk to School Day

2,000 commuters at
Metro transit stations
and shopping areas

Held 4 Walking
Wednesday events



100+ applications
30 Vision Zero Youth Ambassadors
chosen to engage in real world traffic
safety projects

Vision Zero Youth Ambassadors



170 contest entries
...more than four times the number for
past contests

7,000+ webpage views

Heads Up Phones Down Video Contest

406 views
of Bus Safety Tips on YouTube channel
[youtube.com/watch?v=PaN0cXZWYA](https://www.youtube.com/watch?v=PaN0cXZWYA)



Bus Safety Week 2021

10 Bike Rodeos
reaching 300+ kids!



Bike Rodeo Tour



Received 700+ contest entries
Visited 17 schools
Nearly 6,000 webpage views

2nd Annual Art Contest

ADULT OUTREACH

MCDOT engaged with adults in the community through in person events, providing education about specific areas throughout the county, and mitigation strategies to help curb unsafe behaviors and ultimately decrease traffic incidents.

Engaged with
1,000 shoppers

Street Smart Testimonial Wall

Mailer sent to
4,000 homes

HIN Outreach



200 registered
to attend The Ped Safety pit stop
Bike to Work Day

250 resident interactions
2 events

HAWK Outreach



Central Traffic Unit (CTU)

CTU started 7/4/21 to focus resources on areas of need while having some capacity for responding to community complaints.



Distracted Driving



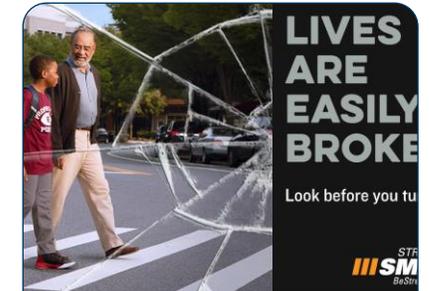
Seatbelt Use



Impairment



Speeding



Pedestrian Safety



Purposeful, Evidence-Based Policing Practices



Driver Yielding to Non-Motorists

Targeted Driver Enforcement at Crosswalks

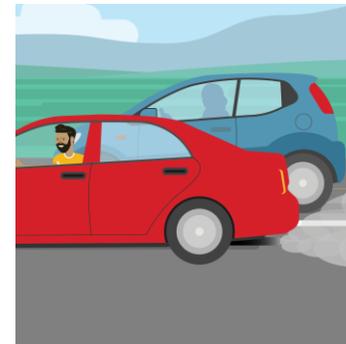
↑ Increased Driver Yield Rates



Impaired Driving

Publicized Sobriety Checkpoints

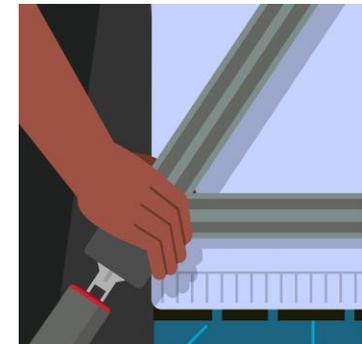
↓ 17% Decrease Alcohol-Related Crashes



Speeding

Automated Speed Enforcement

↓ 19% Reduction in Severe Collisions



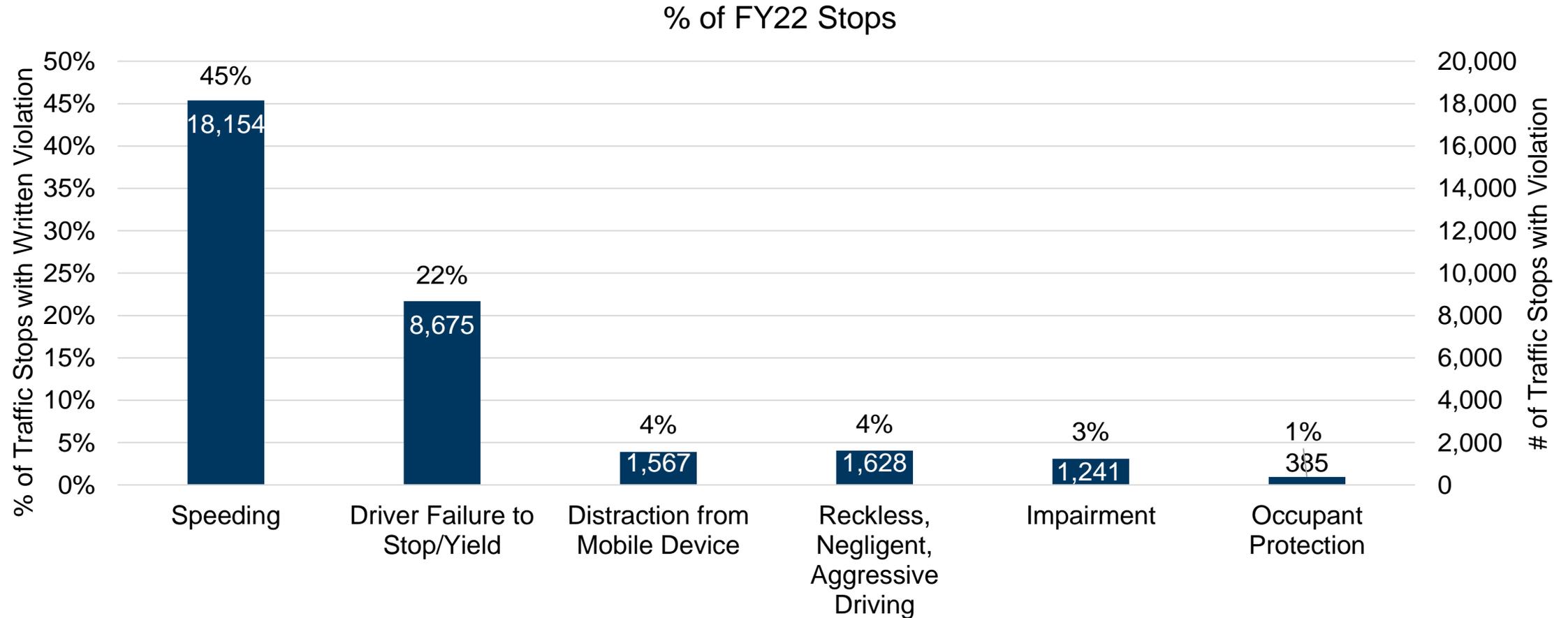
Unrestrained Occupants

Short Term, High-Visibility Seat Belt Law Enforcement

↑ 16% Increase in Seatbelt Use

Focused Enforcement Efforts

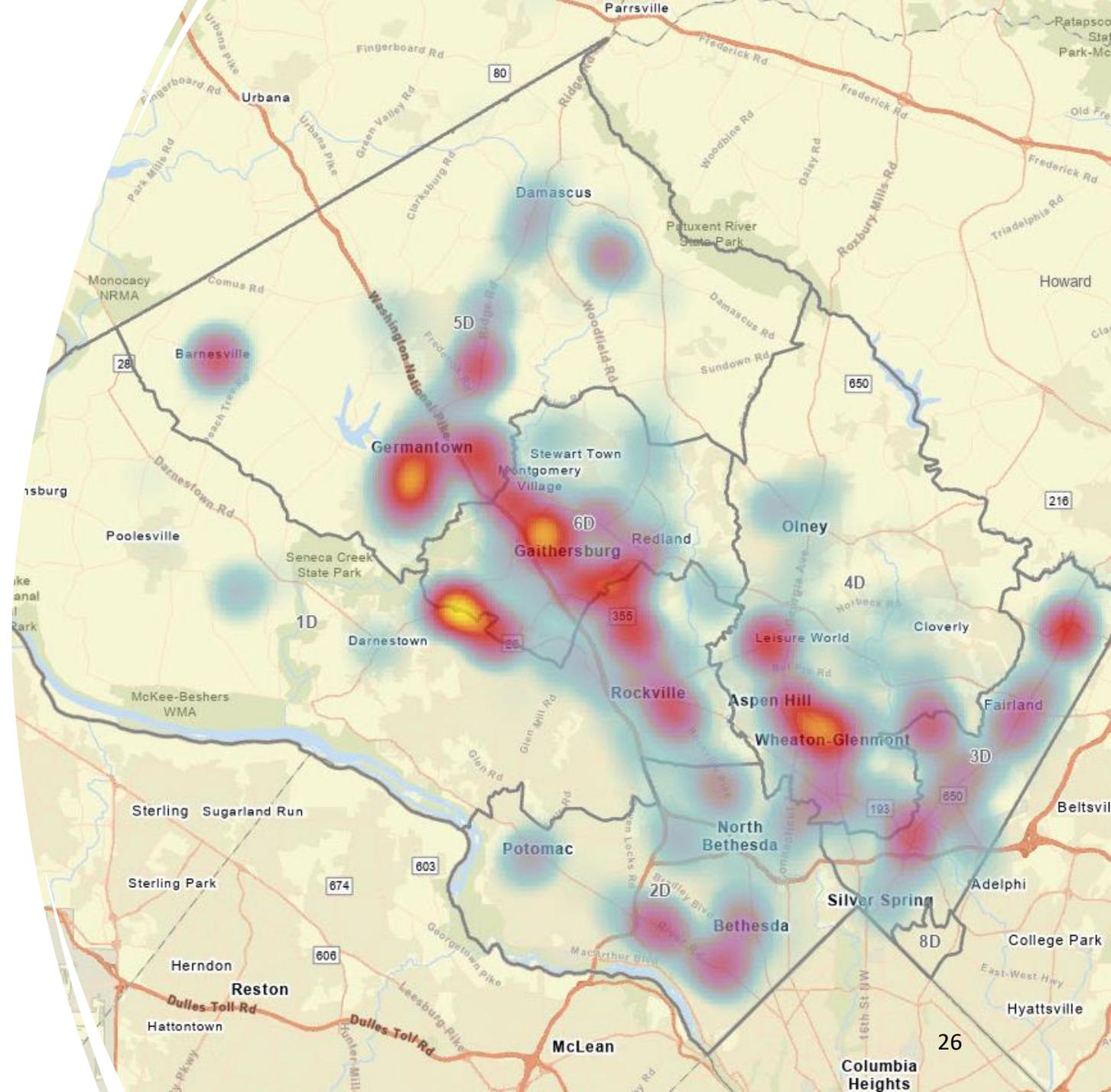
45% of 40,214 stops by MCPD officers in FY22 involved a warning or citation for speeding. 57% of all violations were issued as warnings.



NOTE: A traffic stop can have multiple violations. In FY22, MCPD wrote 1.8 violations per traffic stop.

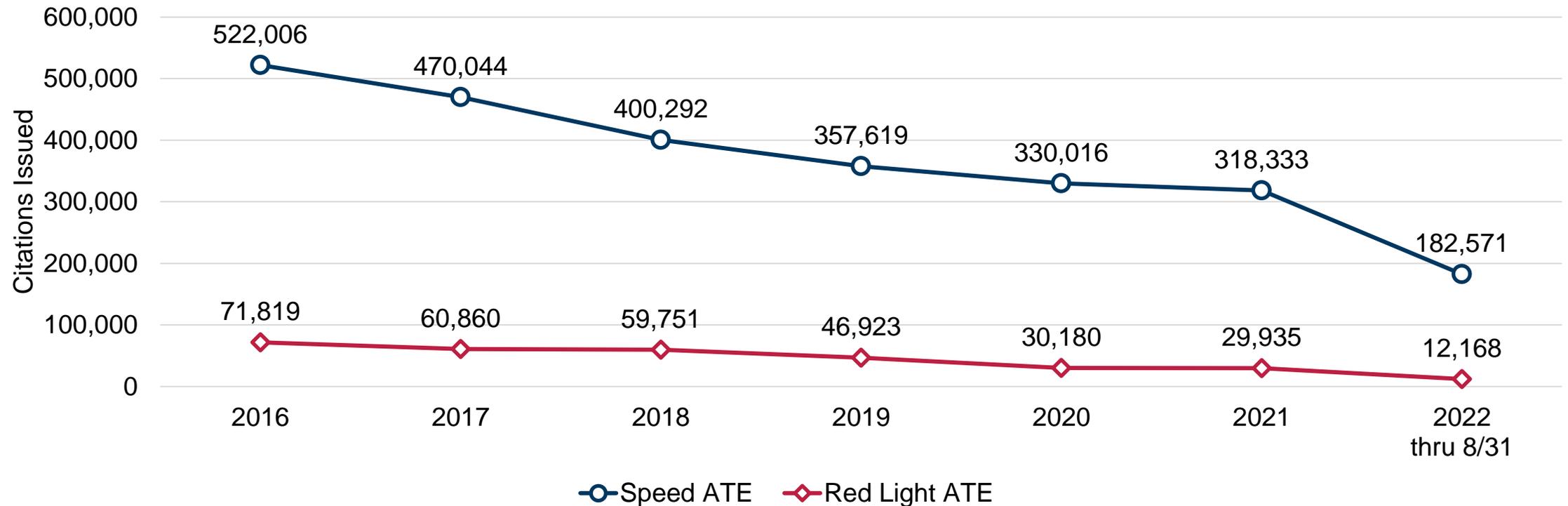
FY22 CTU Stops Hotspots

CTU focused on speeding along arterials based on crash risk.



Automated Speed and Red Light Enforcement

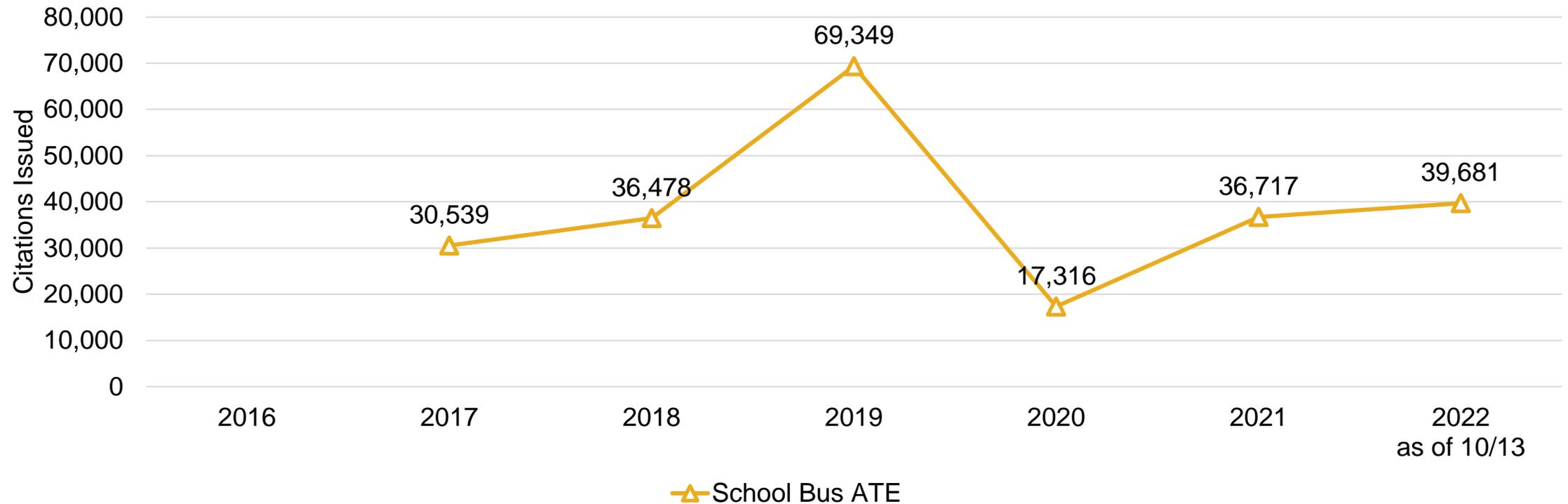
Expansion of Sites and Cameras with New Contract



MCPD executed a new automated enforcement contract on March 31, 2022. The new contract will not disrupt current operations and will allow the number of cameras to expand by 10 speed and 5 red light cameras a year for the life of the 5-year contract.

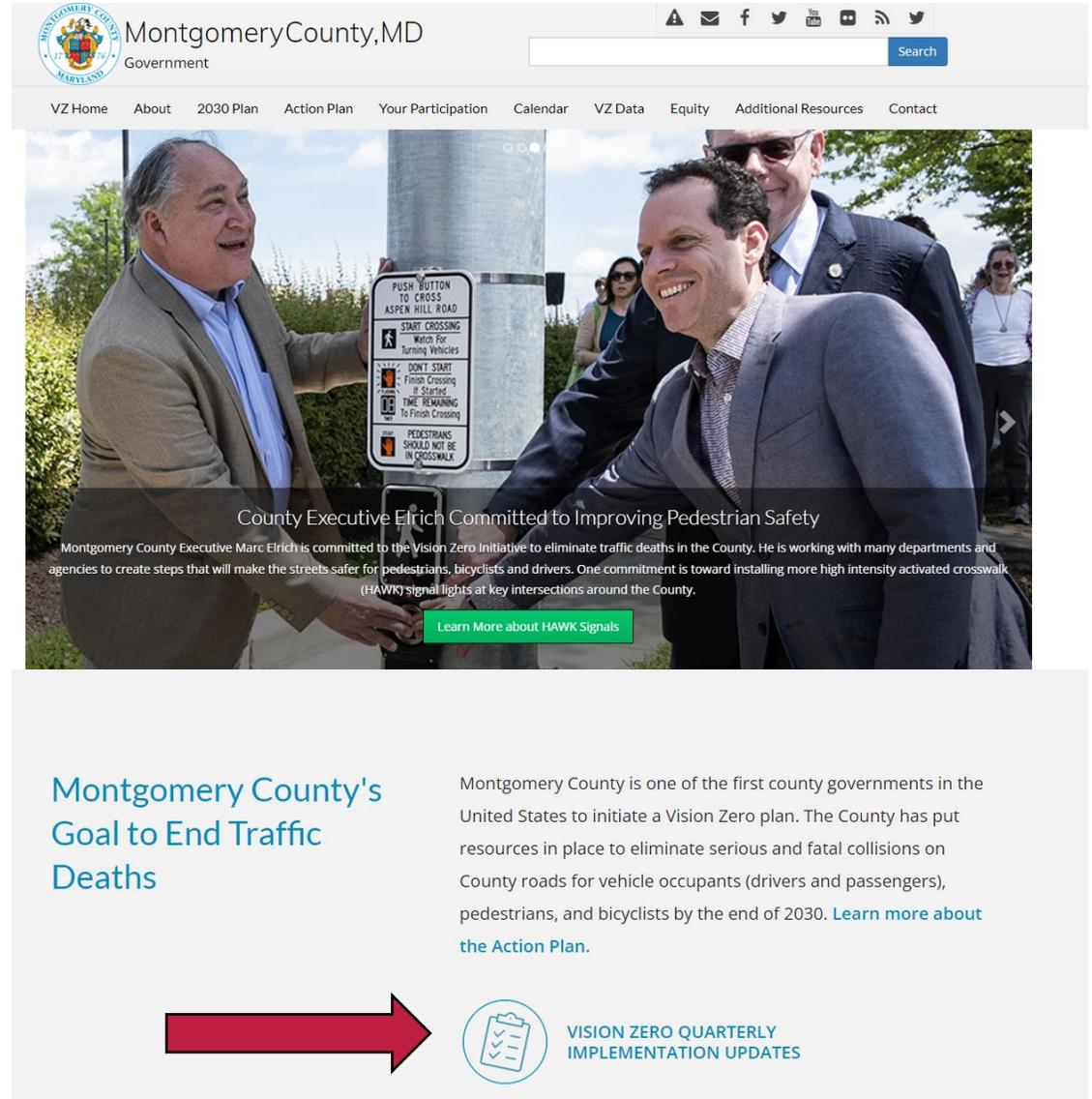
Automated Stopped Bus Enforcement

All MCPS buses equipped with safety cameras starting in 2019

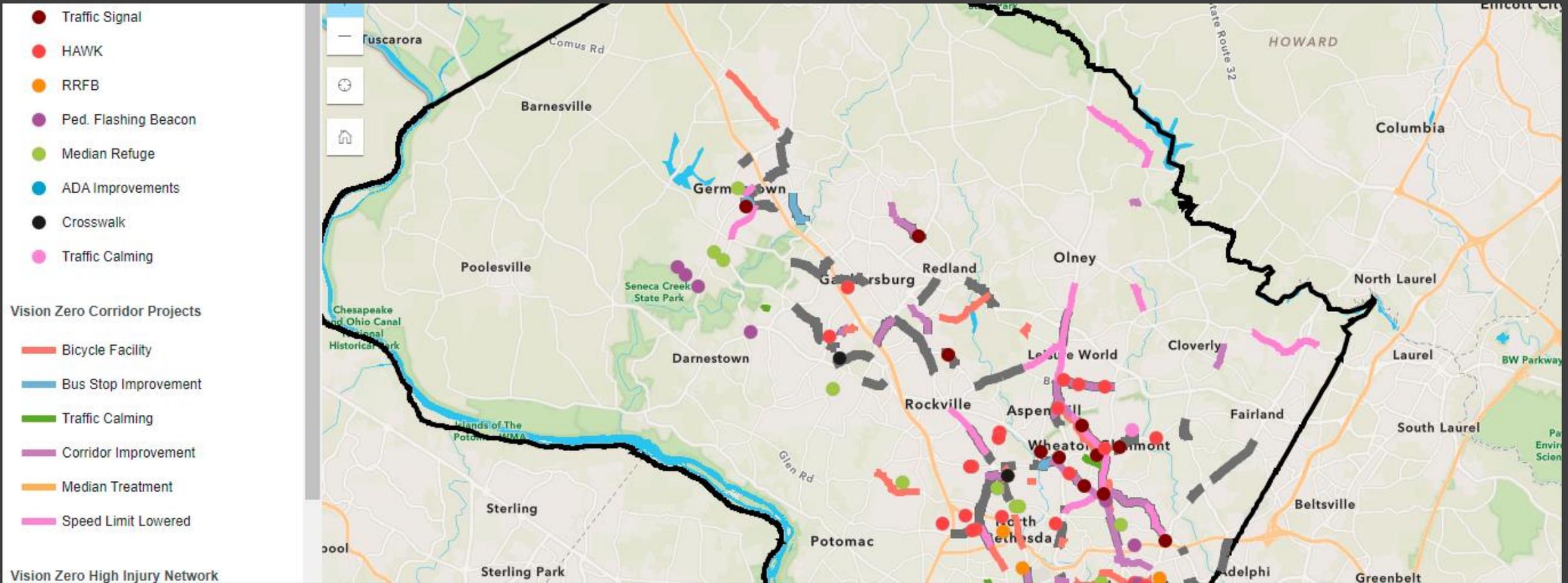


Automated enforcement for illegally passing a stopped school bus was implemented for the 2016-2017 school year. Between 2016 and 2019, MCPS equipped all school buses with cameras, leading to year-over-year increases. School closures in 2020 due to the COVID-19 pandemic resulted in fewer citations.

Latest Updates on Vision Zero Website



The screenshot shows the Montgomery County, MD Government website. At the top left is the county seal and logo. To the right are social media icons for Facebook, Twitter, YouTube, and RSS, along with a search bar. Below the header is a navigation menu with links: VZ Home, About, 2030 Plan, Action Plan, Your Participation, Calendar, VZ Data, Equity, Additional Resources, and Contact. The main content area features a large photograph of County Executive Marc Elrich and another man standing next to a HAWK signal light. A semi-transparent text box is overlaid on the photo with the following text: "County Executive Elrich Committed to Improving Pedestrian Safety", "Montgomery County Executive Marc Elrich is committed to the Vision Zero Initiative to eliminate traffic deaths in the County. He is working with many departments and agencies to create steps that will make the streets safer for pedestrians, bicyclists and drivers. One commitment is toward installing more high intensity activated crosswalk (HAWK) signal lights at key intersections around the County.", and a green button that says "Learn More about HAWK Signals". Below the photo is a section titled "Montgomery County's Goal to End Traffic Deaths" in blue text. To the right of this title is a paragraph: "Montgomery County is one of the first county governments in the United States to initiate a Vision Zero plan. The County has put resources in place to eliminate serious and fatal collisions on County roads for vehicle occupants (drivers and passengers), pedestrians, and bicyclists by the end of 2030. [Learn more about the Action Plan.](#)". At the bottom of this section is a large red arrow pointing right, followed by a circular icon containing a checklist and the text "VISION ZERO QUARTERLY IMPLEMENTATION UPDATES".



Project Map

Find the latest details on projects in your neighborhood by checking out the [interactive project map](#), visiting the [MCDOT project page](#), or the [SHA project portal](#).



Ask us about safety tips for

- Walking
- Biking
- Riding

Safe Routes to School

www.montgomeryschoolsmd.org

VISION ZERO
ZERO TRAFFIC DEATHS IN MDC

Perform a Helmet Check

YOUR HEAD SHOULD FIT PERFECTLY IN THE ALLOWED INSIDE OF YOUR HELMET.

YOUR HELMET STRAPS SHOULD CREATE A "Y" SHAPE AROUND YOUR EAR.

NO MORE THAN THREE FINGERS SHOULD FIT BETWEEN YOUR EYES AND HELMET.

HELMET IS ON PROPERLY!

Safe Routes to School

Zeal's Rules of the Road!

RIDE IN THE SAME DIRECTION AS TRAFFIC

YIELD TO PEOPLE WALKING

STOP FOR SCHOOL BUSES LOADING AND UNLOADING

WEAR A HELMET

For more information visit our Safe Routes to School website: montgomeryschoolsmd.gov/SRTS

Do the ABC Spin Check with Zeal!

A is for Air: Pinch your tires - they should feel hard! Soft tires can cause flat tires, ruin your rims, make your bike hard to ride.

B is for Brakes: Push bike forward - squeeze your brakes or use your backpedals to stop.

C is for Control: Turn your handlebars to the left or right - make sure you can control the bike.

QUESTIONS?

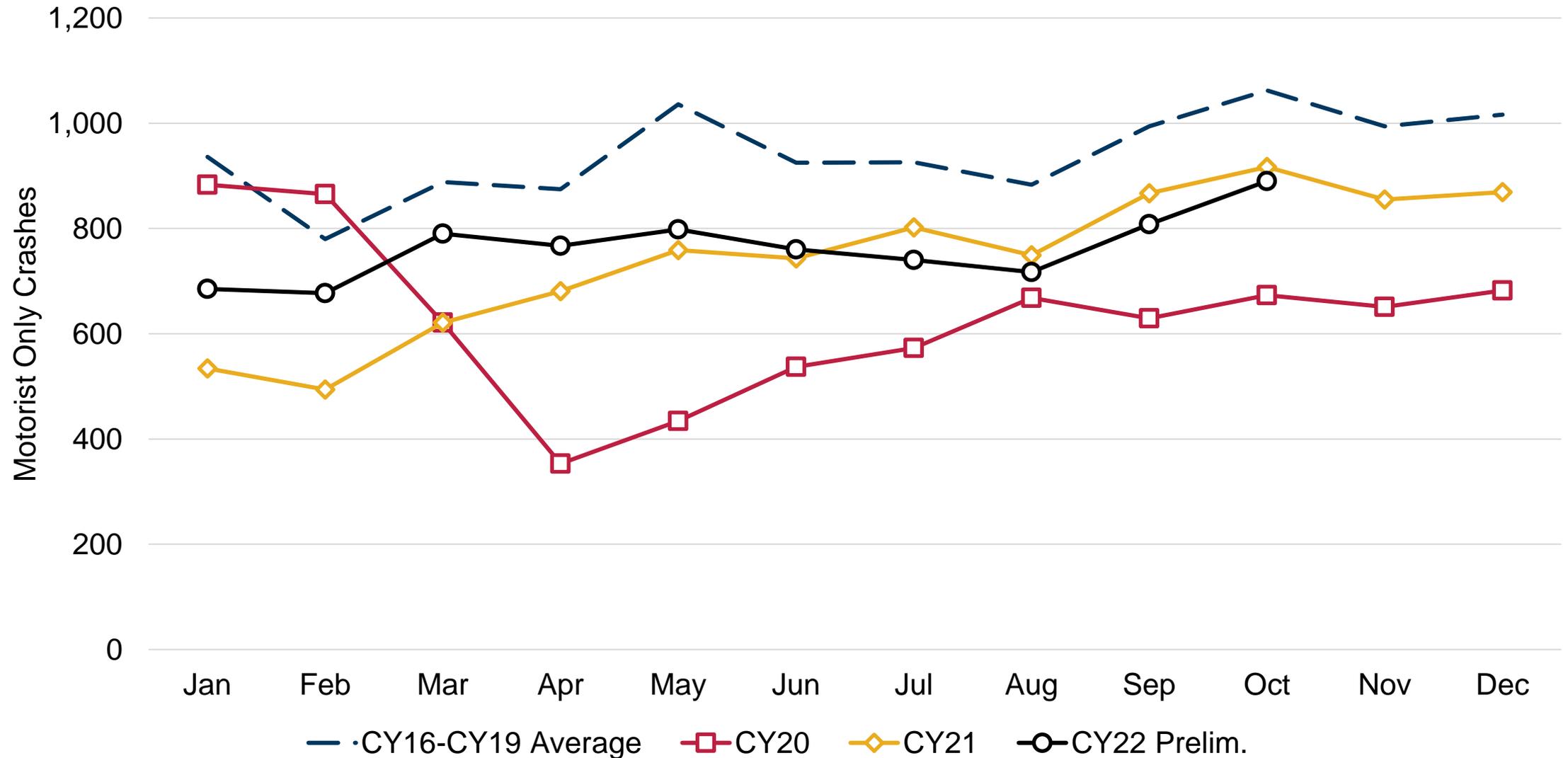


Appendix

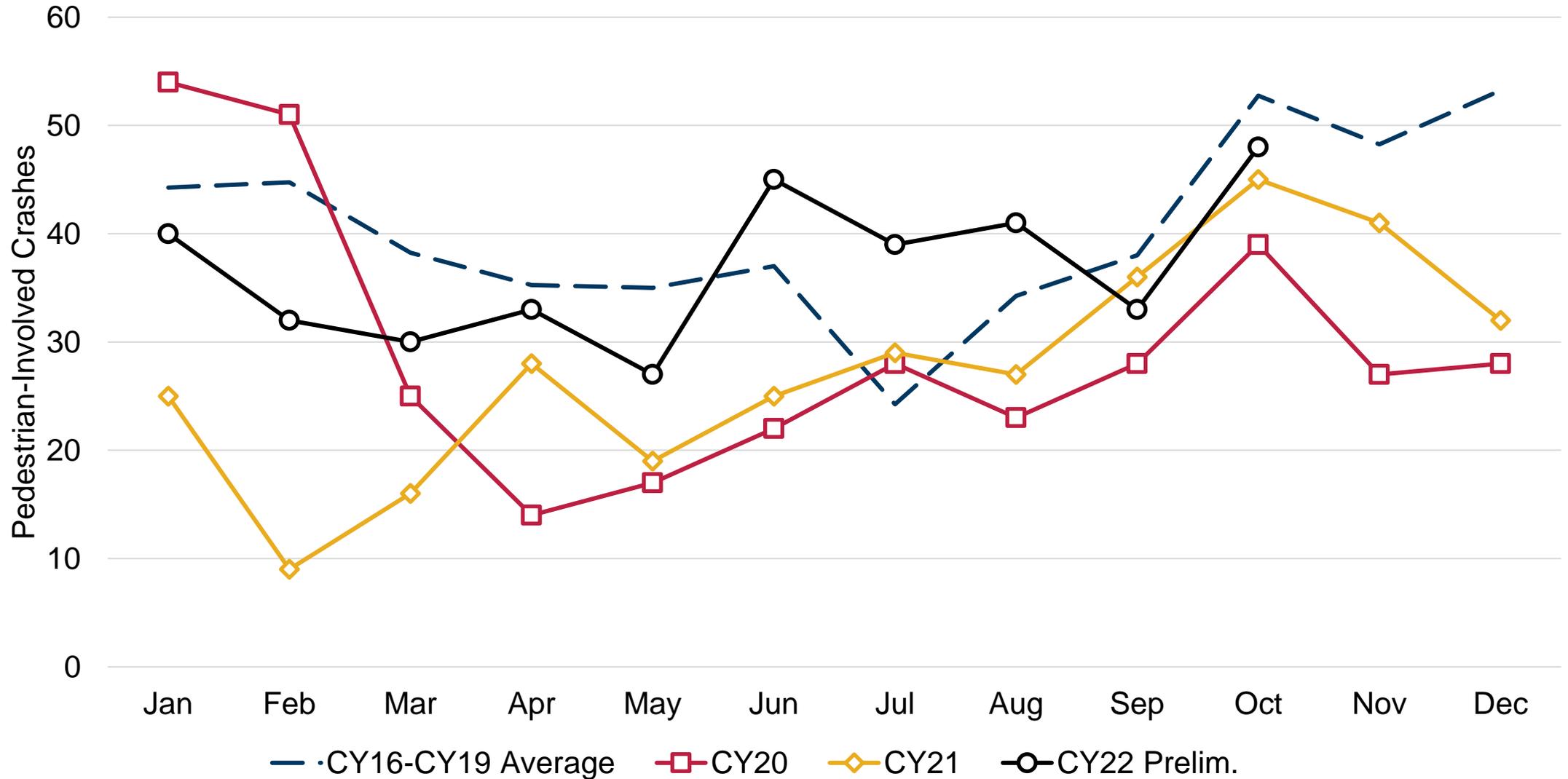
Additional Crash Data



Motorist Only Collisions by Month



Pedestrian Collisions by Month



Bicyclist Collisions by Month

